



State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND RECREATION

Michael O. Leavitt
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Surface Transportation Board
Case Control Unit
STB Finance Docket No. 34075
1925 K Street, NW
Washington, D.C. 20423-0001
Attn: Phillis Johnson-Ball

October 29, 2003

As the Park Manager of Yuba Lake Recreation Area I have the following concerns about the proposed Central Utah Rail Project:

1) **Noise:** The proposed rail road route crosses our park entrance road at Painted Rocks off of highway 28. This road serves approximately 25,000 - 30,000 visitors per year. We are currently building a new campground at this location which could increase that visitation to 50,000 visitors per year. The proposed crossing will be approximately three tenths of a mile from this new campground. Painted Rocks is also a major access for people to launch their boats and for day use activities. We are concerned about the noise the railroad will create. Planning needs to include the use of a dirt berm or other device(s) to minimize the impact noise will have on our visitors.

2) **Safety:** We also have safety concerns with the rail crossing the Painted Rocks access road location. With 25,000 - 50,000 visitors annually, steps need to be taken to minimize hazards associated with this crossing. Another safety concern involves emergency situations. If someone is in need of medical attention in the park during a train crossing, how long would we have to wait to have access to our park. There have been several situations at this park location which required immediate law enforcement or medical response. These types of occurrences will become more frequent as visitation to this area increases. Would it be possible to have the ability to communicate with the train engineer in the event of an emergency?

3) **Area aesthetics:** How much of the vegetation will have to be removed at the access road crossing at Painted Rocks? Trees are scarce in this area and are very slow growing because of our minimal annual precipitation. Steps need to be taken to minimize the number of trees and brush that will need to be removed from this area to accommodate the rail line.

4) **Lake crossing:** Will pilings or other support structures be used for the lake crossing? If so these will be considered navigational hazards for boaters wishing to cross under the rail line structure. Planning will need to take this hazard into account. I was also told in the recent



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“scoping” meeting that the structure crossing the lake would not be high enough to allow a sailboat to pass under it. If that is true we feel it should be raised. The south end of our lake is very popular when filled with water and should be available to all boaters.

Please contact me if you would like further information on these issues.

Sincerely,

Jeff Rasmussen
Park Manager - Yuba State Park